



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
REVISED
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 2108312
Applicant Name: Lorig Associates
Address of Proposal: 2402 NE 65th Street

SUMMARY OF PROPOSED ACTION

*The Director of the Department of Planning and Development is re-publishing this Decision in order to clarify certain Design Departures implicitly approved in the original Analysis and Decision but not explicitly discussed therein. All additional analysis and discussion is in **bold italics**. Revisions occur on pages: 1, 2, 11, 13 (table), and 25.*

Master Use Permit to establish the use for the future construction of a total of 64 residential units and 87 parking spaces in both a 4-story mixed-use building (32 residential units, approximately 4,250 sq. ft. of retail commercial at street level, parking for 42 vehicles provided on one below grade level) and ten townhouse structures (comprising 32 residential units and 45 spaces). ***The ten townhouse units are designed for the purpose of future individual sale following Unit Lot Subdivision pursuant to SMC 23.22.062.*** Project includes grading of 5,000 cu. yds. of material.

The following approvals are required:

SEPA - Environmental Determination – Chapter 25.05 SMC

Design Review – Chapter 23.41 SMC - Numerous Design Departures

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS
 ☒ DNS with conditions
 ☐ DNS involving non-exempt grading, or demolition, or
 involving another agency with jurisdiction.

* Early DNS Notice published April 25, 2002

BACKGROUND DATA

Site and Area Description

The proposed site wraps around a gas and auto repair service station on the northwest corner of NE 65th Street and 25th Avenue NE. Excluding the Chevron station parcel, the property extends from 25th Avenue NE to 24th Avenue NE and from NE 65th Street to approximately 245 feet north of the gas station. Saxe Floral shop and its now closed nursery with greenhouses occupy

the site. The nursery has been located on the site since 1917 and the current owners have been associated with the business for 50 years. The owners propose to erect one mixed-use building facing NE 65th Street and ten other structures housing 32 townhouses. The applicant will reestablish Saxe Floral shop at street level and 32 residential units directly behind and above the retail space. Linear gardens and mews-like entrance driveways will provide continuity to the nine structures clustered on the site.

A split zoned property, comprised of a Neighborhood Commercial Two with a 40' height limit (NC2-40 zone) at the corner of NE 65th Street and 24th Avenue NE and Low-rise Two Residential-Commercial zone (L2 RC) for the rest of the site, allows two distinct kinds of housing units, townhouses and apartment units. The one-acre site gradually ascends northward with a rise of approximately six feet.

Vicinity

Located within a small retail district in the Ravenna neighborhood, north of the University of Washington campus and the University Village complex, the site lies at the crossroads of two major arterial streets, 25th Avenue NE and NE 65th Street. Along NE 65th Street, a strip of retail and multi-family housing stretches from the Chevron station on 25th Avenue NE to the former PCC building at the corner of 20th Avenue NE. Other notable landmarks include the Ida Culver House and Eckstein-Ravenna Community Center. Low-rise apartment buildings and single family residences extend along 25th Avenue NE. The primary zoning categories in the immediate area include NC2-40 located along both sides of NE 65th Street, L2 to the north and Single Family 5000 further north to NE 68th Street. SF 5000 zoning lies to the south of the shops on 65th Street.

Proposal Description

The applicant proposes 64 residential units and 87 parking spaces located in both a four-story, mixed-use building at the corner of NE 65th Street and 24th Avenue NE and in ten townhouse structures north of the mixed-use building and the neighboring Chevron station. The mixed-use structure will contain 32 units and parking for 42 vehicles below grade. Saxe Floral and one other commercial use will occupy the first floor off a plaza at the corner of NE 65th Street and 24th Avenue NE. At the north side of the structure, lofts and a second floor terrace will overlook the adjacent townhouses on the site. Vehicular access to the parking garage will occur off of 24th Avenue NE and turn into and under the building from the north.

Ten townhouse structures housing 32 units of *fee simple* for sale housing are to be clustered along a series of driveways and open spaces. The townhouses face one another across driveways and a variety of semi-public and private open spaces. Each townhouse structure contains from two to four units above separate garages. Stylistically the townhouses echo the neighborhood's abundance of arts and crafts style bungalows. The townhouses will contain a total of 45 parking spaces.

The proposal requires design review and numerous departures from Land Use Code requirements in the L2 and the NC2-40 zones. This Master Use Permit in effect replaces the previously approved MUP #2002034 for the site.

Public Comments

A previous proposal for the site (MUP #2002034) offered plans for a similar residential community. In early 2002, the applicants applied for a new MUP with a variation on the design of the complex. Five members of the community attended the Interim Early Design Guidance meeting. Questions focused on contrasting the new proposal with the former. Total unit and parking counts are higher than the previous proposal. Others inquired about the future increase in traffic on 24th Avenue and the potential for light and glare problems.

Approximately ten members of the community attended the Preliminary Recommendation meeting. Comments focused on the following: long-term maintenance of outdoor spaces and the continuation of landscape design intentions after the townhouses are sold; the lack of a canopy on NE 65th Street; the ambiguousness of whether the decorative paving at the edges of the driveways are really pedestrian friendly open space or merely driveway; and the applicant's significant reduction of minimum private useable open space from 200 square feet to 100 square feet. The mixed-use building, some noted, lacked adequate useable open space.

Other comments focused on the use of materials. At the time of the meeting, the development team had not yet selected exterior building materials. Community members preferred better quality materials with a generous amount of brick. Several people noted the overabundant use of concrete proposed for the mixed-use building.

Modification of the modulation standards served as another source of discussion. Citizens expressed a desire for the full four feet modulation depth rather than the proposed two feet. Community members urged the applicant to eliminate the blank walls on the east façade over the service station and the blank walls facing 24th Avenue NE. The proposed 15' wall separating the complex from the service station also met with disapprobation.

Suggested solutions included adding retail space rather than office space to the 24th Avenue NE side; pushing the buildings closer together as well as chamfering corners and adding further modulation to increase open space; shifting the east façade back by five feet. Attendees also recommended that the facades need more design attention and greater use of brick.

Seven members of the community signed-in to the final recommendation meeting on August 19, 2002. The following summarizes their comments.

- Opinions both supported and opposed placing commercial space on 24th Avenue NE. Opponents stated that the use would create more competition for on-street parking. Supporters preferred to have the windows from the commercial space overlooking the street than a blank wall.
- Not meeting the open space requirements is disappointing. The speaker prefers a roof garden on the mixed-use building.
- The overall colors of the townhouses are considered too drab.
- The craftsman style was appropriate for the townhouses.
- Headlights may shine into the townhouses across the street from the driveway into the mixed-use building.
- The vacant building and the unkempt lot are neighborhood blight.

- The Board should accept the departure for modulations, which meet the spirit of the Land Use Code.
- The separation between the townhouses and the NC3 structure is fine.

ANALYSIS-DESIGN REVIEW

Design Guidelines Priorities

The project proponents presented their initial ideas at an Early Design Guidance Meeting on January 7, 2002 then returned to the Northeast Board per its request on June 3, 2002 for a Preliminary Recommendation meeting. After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members identified the following Citywide Design Guidelines as high priorities to be considered in the final proposed design. Notes from the second meeting are italicized.

A: Site Planning

A-1 Responding to Site Characteristics: *The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.*

The Saxe Nursery has been located on the site since 1917. The Board recommended that the plantings and the open space honor or embody the long history of the nursery and the Javete Family's presence. The gardens should evoke the nursery's former presence and importance to the community.

A-2 Streetscape Compatibility: *The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.*

The Board supports the proposed siting of the buildings.

A-3 Entrances Visible from the Street: *Entries should be clearly identifiable and visible from the street.*

The applicant ignored the previous recommendation of adding canopies along NE 65th Street. The Board strongly urges compliance. The parcel is the eastern gateway of a pedestrian oriented commercial corridor along NE 65th Street. With the addition of a Third Place Books on the western edge of the corridor, amenities, such as a canopy and the plaza, will further encourage retail activity.

Assigned generous amounts of glazing, the utilitarian loft entries, facing the townhouses, neither respond to the style of the townhouses nor add to the concept of buildings placed in a garden.

The proposed plaza with its residential and floral shop entries has the potential for serving as a significant icon for the neighborhood. Canopies should be added to the plaza and along 65th Street will better engage the building with the streetscape.

The entries to the lofts on the north side of the building are too harsh. The appearance of the two-story concrete façade is antithetical to the more desirable and contextual aspects of the project's design.

A-4 Human Activity: *New development should be sited and designed to encourage human activity on the street.*

The development team shall submit drawings depicting the streetscape and the plaza. What will the freestanding trellis look like? What materials will be used in the plaza? Will there be a community kiosk, a clock or a water feature? Is there seating? Will residential tenants be mixing with retail customers? Can the adjacent office be a retail space to further enliven activity along the street?

The Board considers this guidance a high priority. The design of the street front plaza on NE 65th Street and the landscaped areas between the townhouses and 24th and 25th Avenues respectively must be well designed to promote the pedestrian qualities of the neighborhood. Public and private spaces must be better differentiated. The linear open spaces (including the driveways) among the buildings should act more than just passageways. They should be compelling places serving as outdoor living rooms.

A-5 Respect for Adjacent Sites: *Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.*

The Board strongly endorses stepping the façade back five feet from the east property line. Board members did not see the justification of granting the extra residential lot coverage when they believe the building should be set back.

No elevations of the proposed 15' wall separating the complex from the service station were presented. The Board stated that the wall was much too large.

Given the low height of the adjacent gas station, the east façade of the proposed mixed-use building is highly visible from the east. This façade should either be stepped back to allow for fenestration or the materials from the other elevations should wrap around it creating something more lively than blank walls.

The Board requests that the development team reconsider the proposed wall separating the service station and the townhouses. Consideration should be given to a tall, thick hedge or some type of “growing wall” with abundant vegetation.

A-6 Transition Between Residence and the Street: *For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.*

The proposed design of the space between the lofts within the mixed-use building and the townhouses is problematic. Although safety is not necessarily a problem, the open space design does not appear to encourage social interaction among residents and neighbors. The proposal suggests an awkward mix of public and private space with both types of spaces needing better definition.

A-7 Residential Open Space: *Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.*

The Board reiterated the sentiment stated at the January 7 meeting. The open space between Buildings C and D are presented in the landscape plan as common open space, but, in fact, are private space in the open space plan.

The common open space in the L2 zone is primarily walkways. Very little of these areas appears to function as true communal space. Analysis of the NC 2 zone's open space indicates that residents receive short shrift compared to the townhouses. The second floor residents have a terrace; however, the two upper floors lack balconies or a roof garden to use. It is unlikely that the plaza will function as a quasi-private open space for the tenants.

The landscape plan shows copious amount of plantings; however, perspective drawings will better depict whether there is sufficient amount of truly usable open space. The community has expectations of a more park-like setting.

The Board considers this a high priority. In spite of the linearity of the open spaces, the landscape design should provide nodes or pockets of greater landscape design intensity. These may act as places for gathering or quiet meditation. Water features, sculpture or a garden are potential landscape features.

A-8 Parking and Vehicle Access: *Siting should minimize the impact of the automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.*

With four lengthy driveways proposed, the development has a substantial amount of concrete. It is not yet apparent that the decorative pavers mitigate the extensive use of concrete necessary for the site design.

A-10 Corner Lots: *Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.*

A small plaza cut out of the building mass is a reasonable response to the corner condition. The architect should consider having portions of the building above the plaza respond to the corner as well. The Board directs the architect to recall the earlier elevations from the previous proposal and how there was more articulation and finesse in that design.

B. Height, Bulk and Scale

B-1 Height, Bulk and Scale Compatibility: *Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.*

During Board deliberations, the members were generally satisfied with the change to a proposed two foot modulation.

No changes were made to the roof design. The Board repeated its sentiments from the earlier meeting.

The Board members prefer a deeper modulation than the one foot requested by the architect. Two feet provides more relief and expression than the lesser amount. A design departure is needed from the modulation standard of four feet in either case.

The mixed-use building's roof lacks interest. Although the structure appears to reach its height limits, variation of the roof form should occur. The Board encourages the architect to look at several possible strategies from integrating the fourth floor into the roof's mass, to extending the eaves, to enlarging the roof's bulk or mass. The townhouse roofs appear more responsive to the neighborhood context.

C: Architectural Elements and Materials

C-1 Architectural Context: *New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.*

The mixed use building does very little to respond to its neighbors. In this context, the use of concrete at the street level has few antecedents. A roof line with more variation would echo the townhouses and the Ida Culver House across the street.

The Board applauds the townhouse concept and encourages the architect to develop the bungalow theme. The Board members particularly liked the strategy of placing the end unit's front door facing the street.

C-3 Human Scale: *The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.*

Board members restated their concerns from the January meeting.

Achieving a human scale will be particularly important at the ground level base of the mixed-use building. Adding canopies, for example, to the south elevation along NE 65th Street will help achieve this. The north elevation, particularly the lofts, appears to be out of character with the prevailing architectural style of the proposed complex.

C-4 Exterior Finish Materials: *Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.*

Board members reiterated their thoughts from the January meeting.

The Board members strongly encourage the use of brick and/or wood siding at the base of the mixed-use building's north face in place of the proposed concrete. The Board stated that there was not a precedent for the use of exposed concrete in the neighborhood.

C-5 Structured Parking Entrances: *The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.*

The Board commends the strategy of locating the garage entrances away from the street.

D: Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances: *Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-orientated open space should be considered.*

The current design proposal has eliminated balconies from the two upper floors of the mixed-use building.

Design recommendations from the Board include larger, more useable balconies for the residents of the apartment building and a canopy over the public space in front of the building. The mews, to be utilized as driveways and open space between buildings, should use interesting pavers or grasscrete to define spaces within this realm and to create a site-enhancing product.

The Board requests to see an area lighting plan.

- D-2 Blank Walls:** *Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.*

The Board strongly encouraged the architect to reassess the east façade. The blank walls will be highly visible from NE 65th Street and will likely be a landmark for those entering into the commercial corridor along NE 65th Street.

See A-5.

- D-3 Retaining Walls:** *Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscape.*

See A-5.

- D-7 Personal Safety and Security:** *Project design should consider opportunities for enhancing personal safety and security in the environment under review.*

Board members mentioned the importance of arranging security in the parking garage.

E. Landscaping

- E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites:** *Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.*

See A-7.

- E-2 Landscaping to Enhance the Building and/or Site:** *Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.*

It wasn't clear whether or not some of the proposed landscaping will occur in the right-of-way along 24th and 25th Avenues. If true, the plans would need to meet the approval from Seattle Department of Transportation. Who will maintain the high quality landscaping once the townhouses are sold?

The site's long history as a nursery provides an excellent opportunity to honor this past by creating lush gardens and landscaping that will evoke or pay tribute to it.

- E-3 Landscape Design to Address Special Site Conditions:** *The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.*

A significant hedge or a wall of vegetation should separate the gas station from the proposed townhouses to the north.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a design review component on April 2, 2002.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Final Recommendation meeting on August 19, 2002, to review the applicant's formal project proposal developed in response to the previously identified priorities. At this public meeting, site plans, elevations, floor plans, landscaping plans and computer renderings of the proposed exterior materials were presented for the members' consideration.

Development Standard Departures

The applicant requested departures from the following standards of the Land Use Code:

L-2 Portion of the Site

1. Modulation. Minimum depth of wall modulation is four feet.
2. Façade separation. Minimum ten foot separation between two buildings facing one another.
3. Bay windows. Eight feet maximum width of bay; maximum two foot projection into yards; no closer than five feet from any property line; must begin a minimum of eight feet above the finished grade.
4. Projections into required front yard. Unenclosed, covered porch or steps may extend a maximum of six feet into required front yard and eight feet from property line.
5. Free standing structures. Six foot high with a 42" guardrail or a maximum of 9.5 foot high wall/fence combination.
6. ***Dwelling unit open space. Private usable open space for each dwelling unit shall be provided on the same lot as the dwelling unit it serves.***
7. ***Reduced side set-backs for Building 10 (Units 29-32). Side set-backs are based on the length and height of the façade facing a side property line.***

NC-40 Portion of the Site

8. Residential Lot Coverage. Maximum residential lot coverage is 64 percent of the lot area.
9. Residential Setback. 15' feet, 45 degree triangular setback with adjacency of a commercial zone.
10. Side yard setback. Above 13 feet, a minimum setback of ten feet in the NC zone.
11. Open space. The amount of open space equals a minimum of 20 percent of the residential area.
12. Driveway width. Minimum 22' foot width.

Recommendations

D-4 Design of Parking Lots Near Sidewalks.

Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

The landscape architect will need to present details of the wall separating the service station from the townhouses.

D-7 Personal Safety and Security.

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The pedestrian path from 24th Avenue through the townhouse complex needs to be well lit and more obvious to the visitor than is currently presented.

E-2 Landscaping to Enhance the Building and/or Site.

Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The Design Review Board urged the use of more mature plantings than would normally be needed for a project. The number of requested departures warrants an up-grade in the plantings. The Board recommends an abundant amount of vegetation befitting a former nursery. By a 4 to 0 vote, the Board members recommended that the Design Review planner review and condition the project landscaping.

E-3 Landscape Design to Address Special Site Conditions.

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

Special attention should be given to the wall separating the service station with the project site. Areas needing refinement include the plazas, spaces between structures, internal pathways, details of the garden structures. By a 4 to 0 vote, the Board members requested that the Design Review planner review and condition the project landscaping.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the August 19, 2002 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the August 19th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

L-2 Portion of the Site

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	ACTION
1. Minimum depth of wall modulation. 23.45.012D2	Minimum four feet depth.	Three feet of modulation depth.	<ul style="list-style-type: none"> Occurs in six places along 25th Avenue. From the street, the townhouses appear like single family residences. All townhouse structures have modulation even those with no requirement. 	APPROVED
2. Separation between facades of two buildings facing one another. 23.45.014D2	Ten foot separation.	Buildings to be separated by six and seven feet.	<ul style="list-style-type: none"> Provides for three duplexes rather than two triplexes. Size of structures more closely conforms to neighboring single family houses. 	APPROVED
3. Bay windows. 23.45.014F1b	Eight feet maximum width of bay; two feet projection into yards; no closer than five feet from any property line; and begins eight feet above finished grade.	Ten feet width; maximum of three foot projection into yards; two feet from rear yard of adjacent two single family houses; bay begins at finished level.	<ul style="list-style-type: none"> Structures more closely conform to proportions of Craftsmen style. 	APPROVED
4. Front porch projection into required front yard. 23.45.014F3	Unenclosed, covered porch or steps may extend a maximum of six feet into required front yard and eight feet from property line.	Porch roof to extend within four feet of front property line and two feet from the side property line.	<ul style="list-style-type: none"> Porches would not be covered. Structures more closely conform to proportions of Craftsmen style. 	APPROVED
5. Free standing fences and retaining walls. 23.45.014G4c	Six feet high with a 42" guardrail or a maximum of 9.5 feet high wall/fence combination.	An eight foot high wall with evergreen hedge at the top.	<ul style="list-style-type: none"> Hedge and plants cascading over wall will reduce visual impact of service station adjacent to townhouses. Green wall will be less obtrusive to pedestrians and others passing by the site. 	APPROVED
6. <i>Location of dwelling unit open space. SMC 23.22.062.B</i>	<i>Open space to be provided on the same lot of the dwelling unit it serves.</i>	<i>Provide open space on adjacent lot to south.</i>	<ul style="list-style-type: none"> <i>Allows entire underground parking area for mixed-use building to the south to be on the same lot as the building.</i> 	<i>APPROVED</i>
7. <i>Amount of side set-back. SMC 23.45.014</i>	<i>Building #10 has 3 side set-back facades with these requirements: East side: 7' (5' average), South side: 8' (6' average), West side: 5'</i>	<i>Provide reduced side set-backs as follows: East side: 6', South side: 5', West side: 3.5' to 5'.</i>	<ul style="list-style-type: none"> <i>East set-back reduction to allow adequate sized facing unit. West set-back reduction necessary to provide for minimum width for driveway to west. Both west and south set-back reductions are from future unit lot lines: functional set-backs (meeting Code standards) from street and mixed-use structure are maintained.</i> 	<i>APPROVED</i>

NC-40 Portion of the Site

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	ACTION
6. Residential lot coverage above 13 feet. 23.47.008D	Maximum coverage is 64%.	71 % lot coverage beginning at 16 feet.	<ul style="list-style-type: none"> ▪ The structure is visual more interesting through ability to layer elements. ▪ Higher level of design at plaza level. 	APPROVED
7. Residential setback with adjacency of a commercial zone. 23.47.014B2	15 foot, 45 degree triangular setback.	No setback.	<ul style="list-style-type: none"> ▪ No housing occurs in the setback area. Used for garage access. ▪ Both zones are developed by one project team. 	APPROVED
8. Side yard setback between residential and commercial zones. 23.47.014.B.2	Above 13 feet, a setback of 10' feet in the NC zone.	Setback begins above 16 feet.	<ul style="list-style-type: none"> ▪ Larger setback of 13 feet above 16 foot height. ▪ Building setback on south side. 	APPROVED
9. Open space. 23.47.024	Amount of open space equals a minimum 20 percent of residential area.	14.7 percent.	<ul style="list-style-type: none"> ▪ Better quality materials and plantings at plaza. ▪ Access to park-like area around townhouses. 	APPROVED
10. Driveway width in NC zone. 23.54.030D2a	22 foot width.	16 foot width.	<ul style="list-style-type: none"> ▪ Provide more landscaping. 	APPROVED

The Board recommended the following 20 CONDITIONS for the project based on the planner's assessment. (Authority referenced in the letter and number in parenthesis):

Southeast building entry court.

1. Add benches to the entry court. (E-3)
2. Ensure that the perennial annual display is maintained in perpetuity. (E-3)
3. Provide design details for the trellis. This needs to have weight and a design consistent with the multi-use building. Use metal rather than wood. The planner will review and approve the trellis design. Add a kiosk to the trellis or elsewhere on the plaza. (E-3)
4. Provide details of the pavers. Use color and style consistent with granite outcropping. The planner will review and approve the pavers. (E-3)

The north/south pedestrian walk through.

5. Use a different species of tree at the intersection of the east/west pathway and the 24th Avenue NE sidewalk than the others along the sidewalk. The trees will identify and frame the pathway. The allee of trees along the east/west pathway can all be the same. The trees framing the driveway on 24th Avenue NE should be the same as the others parallel the street. (D-7)
6. Select a shrub that repeats at intervals to keep the east/west walk visually strong and provide relief and interest. (D-7)
7. Provide design details for the trellis. The garden structure needs to have a design consistent with the townhouses. The planner will review and approve the trellis design. (D-7)
8. Alter the position of the weathered granite to provide a small eddy for people to gather. Try to increase the overall area by shifting the townhouse entries or flipping the units.

Add bollards to prevent vehicles from backing onto this area. Add splashing water here. Add more granite at the edges of the gathering area. (D-7)

General conditions.

9. The development team or contractor shall not reduce the size or quantity of plantings before installation. (E-2)
10. Provide hose bibs for all patios to help sustain personal patio plantings. Ensure that adequate drainage is provided. (E-2)
11. Install an irrigation system throughout the complex. (E-2)
12. Install lighting for pathways and plazas. (E-3)
13. Provide a drop/off pick up area to be easily identified by residents. This allows residents to wait for a taxi or a friend. Create a small seating wall or something similar with special pavers to indicate area. (E-3)
14. Pavers shall have color in them. Provide samples of pavers and pavement color to the planner. Patterned or shaped pavers are strongly encouraged. (E-3)
15. Provide details of integrated signage, ganged mailboxes, newspaper box, and trellises. (E-3)
16. Provide details of the vertical wood screens. Consider metal or another material that ensures a sense of permanence. (E-3)
17. Ensure that the wall separating the service station and the townhouses has a trellis to enable vines to cover the wall. Use wisteria or a similar colorful vine. (D-4)
18. Install vines or plants to drape over the many low walls. (E-2)
19. Remove from the plans the small patch of turf grass along 25th Avenue NE. Add ground cover like much of the rest of the plan or some other low maintenance vegetation. (E-2)
20. Develop a maintenance plan to be submitted to the planner to ensure that the shrubs and trees be maintained in perpetuity using best management practices as prescribed by the International Society of Arboriculture. The landscape plan will be maintained in perpetuity. (E-2)

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director is bound by a four vote consensus approval of the design and requested design departures, except in certain cases, in accordance with Section 23.41.014.F.3. These exceptions are limited to inconsistent application of the guidelines, exceedance of the Board's authority, conflicts with SEPA requirements, or conflicts with state or federal laws. The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. In addition, the Director is bound by any condition where there was consensus by the Board and agrees with the condition recommended by four Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS-SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant's agent (dated April 2, 2002) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with review of similar projects, form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665D) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances (SMC 25.05.665D1-7) mitigation can be considered.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

Noise

Noise associated with construction of the building could adversely affect surrounding uses in the area, which include residential uses and commercial. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to these residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below will be permitted on Saturdays from 9:00 A.M. to 5:00 P.M. and on Sundays from 10:00 A.M. to 5:00 P.M.:

- A. Surveying and layout.
- B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).

- C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protection, water dams and heating equipment.

In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:30 A.M and 6:00 P.M.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule; thus the duration of associated noise impacts. DPD recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety, or which could substantially shorten the total construction timeframe if conducted during these hours. Therefore, the hours may be extended and/or specific types of construction activities may be permitted on a case by case basis by approval of the Land Use Planner prior to each occurrence.

As conditioned, noise impacts to nearby uses are considered adequately mitigated.

Air Quality

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the adjacent residential building.

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. In order to ensure that PSCAA will be notified of the proposed demolition, a condition will be included pursuant to SEPA authority under SMC 25.05.675A which requires that a copy of the PSCAA permit be attached to the demolition permit, prior to issuance. This will assure proper handling and disposal of asbestos.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DCLU Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDDC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a

requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DCLU building plans examiner and geo-technical engineer prior to issuance of the permit. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

An excavation to construct the lower level of the structure areas will be necessary. The maximum depth of the excavation is approximately 8 feet and will consist of approximately 5,000 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. An additional 1,500 cubic yards of fill will be added to the site. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Traffic and Parking

The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require 650 round trips with 10-yard hauling trucks or 325 round trips with 20-yard hauling trucks, which are the standard for this size of undertaking. Existing City code (SMC 11.62) requires truck activities to use arterial streets to every extent possible. The proposal site is near several major arterials and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated by enforcement of SMC 11.62.

Construction of the project is proposed to last approximately 17 months. Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, construction workers will be required to park in the garage as soon as it is constructed for the duration of construction. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; potential loss of plant and animal habitat; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with

these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, traffic and parking impacts warrant further analysis.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual estimates that multifamily (apartments) projects generate approximately .62 average vehicle trips in the P.M. peak period per unit. Based on these estimates, the 32 residential units in the mixed-use building would result in 19 trips for the mixed use structure. According to the ITE, residential townhouse units generate .54 vehicle trips in the P.M. peak period per unit. The 32 townhouse units would generate approximately 17 vehicle trips per P.M. peak period. In total, the entire residential complex would produce 36 P.M. peak period trips.

The commercial component of the mixed-use structure would generate 4.93 vehicle trips in the P.M. peak hour per 1,000 square feet of gross leasable area. This amounts to approximately 20 trips. By combining the retail and the residential trips, a total of 56 trips would occur in the afternoon peak hour. However, the existing Saxe nursery and former florist average a similar generation of vehicle trips as the proposed retail space. In sum, 36 new residential and commercial peak period trips would be added to the neighboring streets. The new trips added to the p.m. peak traffic will not seriously affect operations of the intersection of NE 65th Street and 25th Avenue NE, so no SEPA mitigation of traffic impacts to this intersection are warranted.

Access to the 32 residential units in the mixed-use building and 16 of the townhouses will occur from a driveway off of 24th Avenue NE, just north of NE 65th Street. Access to the other 16 townhouses will occur at two curb cuts along 25th Avenue NE. Many of these trips will most likely pass through the intersection of NE 65th Street and 25th Avenue NE, (distributed from NE 65th Street eastbound and 25th Avenue NE northbound).

Parking

The proposed 87 parking spaces (83 residential and four commercial spaces) exceed the Land Use Code requirement for on-site parking. The on-site parking supply is anticipated to adequately meet the demands of the project. No mitigation of parking impacts is necessary pursuant to SEPA. The retail commercial use, comprising approximately 4,250 square feet, will likely attract customers from the neighborhood. On-street parking is available on 24th Avenue NE. On-street parking spaces can be found in this neighborhood to accommodate the small demand that a retail use of this size would likely produce. The City generally does not require parking for the first 2,500 square feet of commercial uses.

Chapter 23.54 of the Land Use Code addresses parking requirements. In addition, subsection 25.05.675.M of the City's Environmental Policies and Procedures addresses parking impacts, as follows:

Parking policies designed to mitigate most parking impacts and to accommodate most of the cumulative effects of future projects on parking are included in the City's land use policies and implemented through the City's Land Use Code. However, in some neighborhoods, due to inadequate off-street parking, streets are unable to absorb any additional parking spillover... It is the City's policy to minimize or prevent adverse parking impacts associated with development projects. Subject to the overview and cumulative effects policies set forth in SMC Sections 25.05.665 and 25.05.670, the decision-maker may condition a project to mitigate the effects of

development in an area on parking; provided, that... parking impact mitigation for multifamily development may be required only where on-street parking is at capacity as defined by Seattle Transportation or where the development itself would cause on-street parking to reach capacity as so defined.

For the townhouse component, the Code requires 1.25 spaces per unit. The applicants propose ten townhouse structures with 32 units. The total number of spaces proposed for the 32 townhouses, per the Code definitions, is 45 (40 are required).

For the mixed-use building on the NC2-40 lot both the residential and commercial parking requirements must be taken into account. Pertaining to the 32 apartments, a minimum of 40 parking spaces are required by the Code, and the applicant proposes 42 spaces. The retail area will comprise 4,250 square feet. The number of parking spaces required for general retail sales and services, such as the proposed floral shop, is one space per 350 square feet, which means the use produces a need for 12 parking spaces. For retail uses the Code grants a parking waiver for the first 2,500 square feet, resulting in a requirement of only five parking spaces in this situation. Nonetheless, empirical parking data suggest that the actual demand for parking would be 12 spaces. Pursuant to SEPA this deficit of seven spaces will only be allowed if the streets are able to accept the spillover parking.

The nature of the current occupant's business (Saxe Floral) will be changing from that of primarily nursery to that of primarily floral shop. The busiest times of the year for the floral shop will be the Christmas season and Mothers' Day. The applicants propose to utilize the garage parking of the NC2-40 site on a shared basis with the apartments above. One of these spaces will conform to the standards for a van-accessible parking space. Four spaces will be reserved for the customers of Saxe Floral from 9:00 am to 6:00 p.m. on weekdays and 10:00 a.m. to 5:00 p.m. on Saturdays. The owner also stated that the busiest times for customers visiting in cars will be in the evening between 4 and 6 p.m. The busiest days of the week for the store will be Thursday, Friday, and Saturday.

The project as a whole provides 87 parking spaces for 64 residential units. However, actual demand for parking in multi-family projects in this part of the city is 1.5 spaces per unit, which would result in a need for parking for 96 vehicles. DPD's standard practice is to require 1.5 spaces per unit for projects in areas where parking on the streets will not absorb the "spillover" parking. The applicants propose five parking spaces for 4,250 square feet of retail space, when in reality the demand for parking approximates 12 spaces. Therefore, were the streets incapable of accepting parking for the seven extra vehicles, the applicant would have to provide seven more spaces on site.

The applicants have submitted a parking study which shows that the parking on the streets can absorb the spillover likely to be generated by the proposed project. The applicants performed a parking study for this site. On a map the information-gatherers indicated the study area of 800 feet from the site. Then they determined the legal parking supply. In consultation with DPD they had determined the highest demand for parking would be in the evening when people are home from work. They counted the legally parked cars on Wednesday, September 20, 2000, from 8:00 to 8:30 p.m. and on Thursday, September 21, 2000, from 7:00 to 7:30 p.m. For the two nights an average of 238.5 cars were parked in the study area, where there were 484 legal

on-street parking spaces available. This means that parking capacity was at 49 percent, which is well under the 85 percent capacity which would be cause for parking mitigation.

Since the proposal meets the minimum parking requirements of the Land Use Code, and there is sufficient parking on the streets for the anticipated spillover parking, no further SEPA mitigation of parking impacts is warranted.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).

[] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS-DESIGN REVIEW

Prior to Issuance of a Master Use Permit

Revise plans according to the following conditions.

1. Pavers shall have color in them. Provide samples of pavers and pavement color to the planner. Patterned or shaped pavers are strongly encouraged.
2. Provide details of integrated signage, ganged mailboxes, newspaper box, and trellises.
3. Provide details of the vertical wood screens. Consider metal or another material that ensures a sense of permanence.
4. Provide a drop/off pick up area to be easily identified by residents. This allows residents to wait for a taxi or a friend. Create a small seating wall or something similar with special pavers to indicate area.
5. Remove from the plans the small patch of turf grass along 25th Avenue NE. Add ground cover like much of the rest of the plan or some other low maintenance vegetation.
6. Add benches to the entry court.
7. Provide design details for the 65th Street plaza trellis. This needs to have weight and a design consistent with the multi-use building. Use metal rather than wood. The planner

will review and approve the trellis design. Add a kiosk to the trellis or elsewhere on the plaza.

8. Provide details of the pavers. Use color and style consistent with granite outcropping. The planner will review and approve the pavers.
9. Use a different species of tree at the intersection of the east/west pathway and the 24th Avenue NE sidewalk than the others along the sidewalk. The trees will identify and frame the pathway. The allee of trees along the east/west pathway can all be the same. The trees framing the driveway on 24th Avenue NE should be the same as the others parallel the street.
10. Select a shrub that repeats at intervals to keep the east/west walk visually strong and provide relief and interest.
11. Provide design details for the trellis. The garden structure needs to have a design consistent with the townhouses. The planner will review and approve the trellis design.
12. Alter the position of the weathered granite to provide a small eddy for people to gather. Try to increase the overall area by shifting the townhouse entries or flipping the units. Add bollards to prevent vehicles from backing onto this area. Add splashing water here. Add more granite at the edges of the gathering area.

During Construction (Non-appealable Condition)

13. Provide hose bibs for all patios to help sustain personal patio plantings. Ensure that adequate drainage is provided.
14. Install an irrigation system throughout the complex.
15. Install lighting for pathways and plazas.
16. Ensure that the wall separating the service station and the townhouses has a trellis to enable vines to cover the wall. Use wisteria or a similar colorful vine.
17. Install vines or plants to drape over the many low walls.
18. The development team or contractor shall not reduce the size or quantity of plantings before installation.

Prior to Issuance of a Certificate of Occupancy (Non-appealable Condition)

19. Develop a maintenance plan to be submitted to the planner to ensure that the shrubs and trees be maintained in perpetuity using best management practices as prescribed by the International Society of Arboriculture. The landscape plan will be maintained in perpetuity.

20. Ensure that the perennial annual display is maintained in perpetuity.

Compliance with the approved design features and elements (including exterior materials landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Art Pederson, 733-9074), or by the Senior Urban Design Planner. You must make an appointment with the assigned Land Use Planner at least (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

CONDITIONS-SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

The owner(s) and/or responsible party (-ies) shall:

1. Provide a general construction schedule to the DPD Land Use Planner for review and approval. The schedule must include the proposed truck staging, identification of haul routes and times at which all demolition and/or grading materials will be removed from the site, deliveries and service of equipment will be conducted, and all other construction activities which may have an adverse impact on the adjacent uses.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

2. Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below, will be permitted on Saturdays from 9:00 A.M. to 5:00 P.M. and on Sundays from 10:00 A.M. to 5:00 P.M.:
 - A. Surveying and layout.
 - B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).
 - C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

3. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:30 A.M and 6:00 P.M.

Hours on weekdays may be extended from 6:00 P.M. to 8:00 P.M. on a case by case basis. All evening work must be approved by DCLU prior to each occurrence.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule; thus the duration of associated noise impacts. DPD recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety, or which could substantially shorten the total construction time frame if conducted during these hours. Therefore, the hours may be extended and/or specific types of construction activities may be permitted on a case by case basis by approval of the Land Use Planner prior to each occurrence.

Once the foundation work is completed and the structure is enclosed, interior construction may be done in compliance with the Noise Ordinance and would not be subject to the additional noise mitigating conditions.

4. Parking for construction workers shall be provided on-site as soon as the lower garage is completed.

Signature: _____ Date: Original Publication: December 9, 2002
Art Pederson, Project Planner *Revised Publication: March 29, 2003*
Department of Planning and Development
Land Use Services